





# THORNYCROFT

JOHN L. THORNYCROFT &amp; CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines  
in Stock

For quotation apply—

SHANGHAI OFFICE.

## BETWEEN-SEASON'S GOODS.

A few Good-value, low-figure lines, being this week featured by Mackintosh &amp; Co., Ltd.

### CEYLON PYJAMAS.

In a new smart range of Coloured Striped Ceylon Flannel, all Specially selected patterns. **\$7.50** Suit.

### FLANNEL SHIRTS.

Seasonable light-weight Flannel Shirts. New Colourings. Beautifully Soft and comfortable to Wear. **\$6.50** Each.

### UNION SUITS.

American Close-Grained Knit Union Suits. Ideal for Athletics and business men. With long or short legs. **\$6.50 & \$9.50** Suit.

### FLANNEL TROUSERS.

Ultra Smart Grey Flannel Trousers. London Tailor-made and ready for immediate wear. Exceptionally neat shade of Grey. **\$14.50** Pair.

MACKINTOSH &amp; CO., LTD., Men's Wear Specialists, 16, Des Vaux Rd. Phone 29.

## HIGH PRICES AND BAD TRADE.

### THE CASE OF JAPAN.

The *Jiji Shimpo* in an article on this subject says:—

It is usual for an excess of imports in the first half of the year to give way to exports in the latter half. This rule was broken last year when the excess of imports continued up to July owing to the financial reaction but in August and thereafter exports exceeded imports. This year exports in August amounted to 105,300,000 yen and imports to 131,130,000 yen, an excess of imports of 25,730,000 yen, and it is difficult to say whether there will be no excess of imports in September. Before this an excess of imports has never been recorded for August since 1909, and this fact is sufficient to show how serious is the adverse condition of this year's trade. It also shows that it will be very difficult to restore the situation.

There may be various reasons for the excess of imports, but the most comprehensive cause should be sought in the rise in prices. After the reaction of last year, prices in this country gradually declined for a time, but they are again rising. This is a matter for concern not only for the living of the people but from the viewpoint of trade and industry, and it should be noted that the effect on trade has already begun to manifest itself.

From the point of view of international finances, the present excess of imports may not be a matter for concern since the specie now in Japan's possession amounts to no less than 2,140,000,000 yen, and also because a further inflow of a considerable amount of specie is expected on accounts other than foreign trade. Even when the situation is considered from the standpoint of the living of the people, it may rather be a matter for congratulation if the excess of imports continues for a certain length of time, turning a part of the country's specie into goods, and thus having the effect of lowering prices both through the flotation of currency and the increase in the supply of goods. But if there is too great an excess of imports, it will lead to over-supply and a steep decline in prices. It is not impossible that this may have an adverse effect not only on the industrial situation but on the living of the people. Moreover, financial circles in this country are optimistic or pessimistic according as exports increase or decrease, and are solicitous solely for the return of a favourable turn to export trade. If there is a continued excess of imports, extreme nervousness will be caused and the resultant depressing and aggravating influences may cause far worse consequences than would otherwise be the case, with unnecessarily widespread evil effects. When this is borne in mind, it will be seen that too much excess of imports cannot be said to be beneficial to the state. It is very regrettable that some persons should be indulging in speculation in important merchandise apparently in anticipation of the early return of prosperity, their action causing an unnatural rise in prices. It seems to us urgently necessary to restrain speculation.

## 75 INDIAN BUDDHISTS FOR JAPAN.

### 35 PRIESTS TO STUDY JAPANESE RELIGIOUS PRINCIPLES.

Buddhist priests from India, numbering 75, are on their way to Japan, says a dispatch reaching Yokohama. Preparations for the reception of the party are being made by Priestess Ramchand. According to an interview printed in the *Yamato*, she said:—

"An Indian priest named Abraham of exalted rank and of great age is leading the party which comprises 35 students of Buddhism who probably will stay in Japan for several years studying the condition of Buddhism here and about 30 other attendants and advisers to the leader of the party, Abraham."

"The doctrine of Buddhism in India is declining rapidly and the present visit of Indian Buddhist priests is designed to aid in the revival of Buddhism into India. Although the attempt brought opposition from the general Indian priests, Priest Abraham was not to be denied and carried out his plan for the benefit of Indian Buddhism."

"Japanese Buddhism is awaiting the visit of the Indian priests and also expects to gain much from the interchange of views. An elaborate programme of welcome is under contemplation by leading Buddhists in Japan."

### "THE TENTH" AT PEKING.

The anniversary of the birth of the Chinese Republic was quietly served in the capital, on October 10th, the official celebrations being limited to a slight display owing to the crippled condition of the Government's finances, says the Peking correspondent of the *P. and T. Times*. The usual troop review was suspended although the formal courtesy by the representatives of the Diplomatic Corps in calling upon President Hsu was observed. The gloom in official circles due to the unsettled condition of the Cabinet was not improved by the fact that the weather was exceptionally cold with a high wind from the North-west. An interesting feature, however, was the fact that a number of Nanyuan aviators circled about the city when the wind was highest—their aircraft plentifully bedecked with the national colours. That this part of the celebration was accomplished without accident seemed remarkable, unless, as some thought, the airmen were riding at a sufficient altitude to be above the wind.

## CHINA'S POLITICAL OUTLOOK.

### "CLEARING UP."

PEKING, October 12th.

The Chinese political situation is gradually clearing up. In reply to the circular telegrams of the Prime Minister, Generals Tsoo Kung, Chang Tso-lin, Chi Hsi-ch'uan, Hsiao Yao-nan and ten other Tsuchuns have wired to the Government intimating their willingness to remit a certain portion of the revenues to the Central Government, as was done in the Manchukuo regime, and at the same time, they have promised in the future not to retain funds which properly belong to the Government, or which affect foreign interests. Besides this, both the Fengtien and the Chihli factions have agreed not to press the Ministry of Finance for the payment of their military arrears, so that there is no necessity now for the resignation of Mr. Pan Fu. Some days ago, it was suggested that in order to mollify the feelings of the powerful Fengtien and the Chihli factions, either Mr. Wong Nai-pin, Minister of Agriculture and Commerce, or Mr. Tsoo Jui, the Civil Governor of Chihli, should be appointed Minister of Finance, but in view of the existing chaotic condition of the national finance, the Government supporting a most miserable hand-to-mouth existence through small short-term loans from Chinese banks which are not members of the Chinese banking association in Peking—both Tsoo Kung and Chang Tso-lin gave up their struggle for the control of the empty Government treasury. Hence, Mr. Pan Fu will be retained as acting Minister of Finance, and even the proposed partial reorganization of the Cabinet has now been given up as unnecessary and impracticable at present. Although Premier Chin has not formally resumed his duties in the Cabinet, nevertheless, he countersigns Presidential Mandates as usual at his private residence. —*Asiatic News Agency.*

## DISHONoured GOVERNMENT CHEQUES.

### BANK OF CHINA AND THE FINANCE MINISTRY.

PEKING, October 17th.

For the purpose of protecting its officials and employees from ill-usage by military men arising out of the issuing of cheques by the Ministry of Finance, the Bank of China has presented a long memorial to the Cabinet and the Presidential Office. The Bank says that since the death of President Yuan Shih-kai, about twenty million dollars have been advanced to the Central Government for administrative and other uses by the Bank and the Government is evidently not in a position to refund this money at the present moment. In view of the existing financial situation and political instability in the country, the Bank cannot pay out any money on cheques from the Ministry of Finance or any other Government Department hereafter unless the sums are covered by deposits in the bank. As a result of this decision a scuffle recently occurred in the bank's premises between some soldiers of the Wuyichun army corps and Mr. Chen Wei, Chief of the Treasury Department, in which the latter was roughly handled, and the bank ardently requests that the officials of the Ministry of Finance should be strictly instructed not to issue cheques which are not covered by deposits in the bank. The bank asks the Government for due protection from military molestation and so enable it to carry on its legitimate business in the metropolitan capital of China. It is believed that the Bank of Communications will follow in this matter the example of the Bank of China. —*Asiatic News Agency.*

## SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient, of Saigon, in their report dated October 18th, state:—

In spite of a big rise in the rate of exchange, a fair amount of business has been closed with Japan. Some sales have been made, also, to Europe. The season is now closing and good qualities of paddy are becoming rather scarce. The mills are fully engaged for October and November. Rains are falling regularly and the prospects of the new crop are still good.

The total amount of rice exported from January 1st to September 30th, 1931, is 1,085,699 tons, against 728,903 tons in 1930.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$6.17 per picul, f.o.b., Saigon, for November-December shipment.

## FIT-U PINCE-NEZ

is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central.—ADVT.



Hongkong's Most Modern Picture Palace Entirely Under British Management

TO-NIGHT 9.15 p.m. TO-NIGHT

ESSE L. LASKY  
presents  
WALLACE REID

"THE SOURCE"  
A Delightful Drama in 5 parts.

5.15 p.m. MATINEE 5.15 p.m.  
GEORGE WALSH

"MELTING MILLIONS"  
2.30 & 7.15 p.m.

EDDIE POLO in "THE KING of the CIRCUS"  
1st, 2nd, & 3rd. Epis.

An Animal Serial in 18 Episodes.  
The Eye Alone can Grasp The Bigness of This  
Giant Super-Circus.

Popular Prices.—Booking at Messrs MEHTA &amp; Co. (Tel. 951) [1144]

## EAST POINT GARAGE.

EWO STREET.

(ON TRAMWAY ROUTE TO CAUSEWAY BAY.)

The management beg to inform the Public that the above New and Commodious Garage is now open for their inspection.  
Cars may be garaged in separate lockup stalls \$15.00 per month.  
Repairs of all kinds executed at reasonable rates with satisfaction guaranteed.  
TELEPHONE No. 3422. [1604]

## EXPANDED METAL

FOR PLASTER WORK AND RE-IMFORCED CONCRETE CONSTRUCTION

AS USED IN FLOOR ROOF FOUNDATION WALL ETC.  
NUMEROUS IMPORTANT WORKS IN GREAT BRITAIN AND AMERICA.

Stock List, Pamphlets, and Prices on Application  
Questions for Description of Machinery or Engineering Plans on application to  
DODWELL & CO. LTD. Machinery Dept.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE &  
ELECTRIC WELDERS.  
MECHANICAL &  
ELECTRICAL  
ENGINEERS

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.  
—DRY DOCK—  
Length 787 Feet.  
Length on Blocks 750 Ft.  
Depth on Centre of  
Sill (H.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up  
to 3,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD &amp; SWIRE

TEL. ADDRESS "TAIKOO DOCK" HONGKONG. AGENTS.  
TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.  
CALL FLAG "C" OVER AFRICA.

OBTAINABLE

FROM

LANE

CRAWFORD

&amp; CO.

HONGKONG

CIGAR

STORE



ALSO

"TURFS"

AND

VIRGINIA DE LUXE.

TABAGUERIA

FILIPINA.

ANGLO-

EGYPTIAN

TOBACCO

STORE

AND

MESSRS.

A. S. WATSON

&amp; CO., LTD.

935



## CABLES.

LATEST CABLES.  
[THROUGH "REUTERS" AGENCY].  
THE HUNGARIAN SITUATION.  
INSURGENTS MARCH AGAINST THE GOVERNMENT.

PARIS, October 24th.  
Although reports concerning the Hungarian crisis are somewhat conflicting, everything points to a short duration of account of the uncompromising attitude of the "Little Entente," notably Serbia, whose troops are concentrating on the Hungarian frontier and have an especially perfect understanding with France, England and Italy against any reinstatement of the Hapsburg regime.

VIENNA, October 23rd.  
A message from Budapest states that fighting is still proceeding between the Karlists and the Government forces, who hope to hold out until the arrival of reinforcements.

Inaugurants from Hungary are stated to be marching against the Government, who have entrusted the ex-Minister, Abbe Vass, with the task of inviting Karl to leave the country immediately.

RAILS TORN UP.  
VIENNA, October 23rd.  
After landing at Odenburg, Karl formed a Monarchist Government and would have marched on Budapest, but the rails on the line between Budapest and Raab were torn up.—Havas.  
Representatives of the Great Powers at Budapest have lodged protests against Karl's return.—Havas.

## REPORTED DEFECTIONS OF GOVERNMENT TROOPS.

VIENNA, October 23rd.  
Events in Hungary are difficult to appraise owing to the interruption of telephonic communication.  
Rumours are current that Karl has already entered Budapest.

Defections from the Government troops are reported in several cases, notably the whole of the garrison at Odenburg, and part of the Budapest garrison. Karl's forces are estimated at three divisions, and Admiral Horthy's at about the same strength.

## "LITTLE ENTENTE" THREATENS TO INTERVENE.

PRAGUE, October 23rd.  
The Premier, M. Benes, has announced partial mobilisation and has declared that the "Little Entente" is prepared to act in concert.  
After a Cabinet Council, it was semi-officially stated that the Little Entente is determined to secure a definitive settlement of the Hapsburg question. A communication has been made to the Allies in that sense.

The Little Entente has threatened military intervention if the Hungarian Government is unable to hinder Karl's return.—Havas.

VIENNA, October 22nd.  
According to information wired to the Inter-Allied Commission ex-King Charles arrived by aeroplane at Aadenburg in Hungary yesterday afternoon.—Havas.

EARLIER CABLES.  
CARLISTS FOUR MILES FROM THE CAPITAL.

VIENNA, October 23rd.  
A Budapest telegram states that the Carlists have arrived at Budocser, four miles from the capital, and clashed with Government troops, whom Admiral Horthy is reported to be leading in person.  
The battle is still proceeding.

## REGENT SAID TO HAVE FLED.

PARIS, October 23rd.  
It is reported from Berlin that the Hungarian Regent, Admiral Horthy, has fled from Budapest.

## MARTIAL LAW AT BUDAPEST.

BUDAPEST, October 23rd.  
Martial law has been declared in the city. The Government is becoming master of the situation, and has decided to take energetic action to end Karl's adventure.

It is semi-officially stated that by Law 1. of 1920 Karl cannot in any way exercise rights as Sovereign of Hungary, and that he must leave the country forthwith. The Government has taken the necessary measures.

BELGRADE, October 23rd.  
In view of Karl's action, the Government has decided to take urgent measures.

## THE POWERS AND THE GOVERNMENT.

LONDON, October 23rd.  
The Hungarian Legation in London states that the Ministers of the great Powers in Budapest have presented a Note to the Hungarian Government repeating the decision of the great Powers at the time of Karl's previous escapade, in April last, and have asked the Government to take steps to remove Karl from Hungary without bloodshed, emphasising that this is necessary in order to safeguard the peace of Europe.  
(Continued at foot of next column.)

LATEST CABLES.  
WASHINGTON CONFERENCE.  
THE CHINA AND JAPAN DISPUTE.

LONDON, October 24th.  
Amongst the representatives of the Foreign Office accompanying the British Delegation to Washington is Sir John Jordan who is to advise regarding China. Referring to Japanese arguments on the ground that China, from the viewpoint of international relations, is largely a fiction in its present divided state and also because (he) believes that when the Powers assemble at Washington both China and Japan will be able to regard the dispute from a more detached viewpoint and to see it not as a mere legal conflict of interests conditioned by the bewildering confusion of prerogative, but as part of a larger problem in the solution of which both countries are equally interested.  
(This telegram is mutilated.)

THE RUBBER SITUATION.  
COLONIAL SECRETARY APPOINTS A COMMITTEE OF INVESTIGATION.

LONDON, October 23rd.  
Mr. Churchill has appointed a Committee under the chairmanship of Sir James Stevenson, including a number of prominent representatives of rubber interests, for the purpose of investigating the present rubber situation in the British Colonies and Protectorates, and to advise the Secretary of State what measures should be taken to improve the existing situation.

The Committee includes Mr. G. E. A. Grindle of the Colonial Office, Sir Stanley Bois, Sir Edward Brockman, Mr. E. J. Byrne, of the Dunlop Rubber Company, the Hon. Mr. William Duncan, of the Straits Rubber Company, Mr. Eric Miller, of Harrison and Crossfield, and Sir Edward Rossing, of the Anglo-Ceylon and General Estates Company.

## BULGARIAN MINISTER ASSASSINATED.

SOFIA, October 23rd.  
An unknown assassin has murdered M. Dimitroff, Minister for War.—Havas.

## GERMAN POLITICS.

## DR. WIRTH TO RECONSTRUCT THE CABINET.

PARIS, October 22nd.  
The Wirth Cabinet has resigned.—Havas.  
PARIS, October 23rd.  
A message from Berlin states that Dr. Wirth has agreed to reconstruct the Cabinet on the same basis as at present.

## EARLIER CABLES.

## FRANCO-TURKISH AGREEMENT.

PARIS, October 22nd.  
In the course of a speech in the Chamber, yesterday, M. Briand stated that France and Turkey came to an agreement which has just been ratified by the Turkish Parliament.

According to L'Echo de Paris, Cilicia is to be evacuated by the French troops under guarantees ensuring protection of ethnic minorities.

Le Matin writes that the uneasiness manifested in a certain section of the British Press is perfectly groundless, as France is impelled by no hidden motive whatever. The Franco-Turkish Agreement is directed against nobody, and aims solely at the renewal of the old traditional friendship.—Havas.

## FRANCO-KEMALIST AGREEMENT.

## TERMS OF THE PACT.

CONSTANTINOPLE, October 23rd.  
By the Franco-Kemalist Agreement mentioned in the cable of the 21st inst., France undertakes to support the Turkish claims to Thrace and Smyrna in return for preferential commercial treatment.

The Government has replied that it is taking every step to induce Karl to leave the country, and it is stated that the Government has sufficient force to prevent Karl's entry into Budapest. It is supposed that Karl has a few thousand troops.

## "BURNED HIS BOATS."

BERNE, October 23rd.  
Karl's fresh escapade has produced a profoundly bad impression in Switzerland. It is fairly certain that Karl has burned his boats, inasmuch as the Federal Council will not allow him to return to Switzerland, and will compel his accomplices to leave Switzerland forthwith.

LATEST CABLES.  
THE BOMB OUTRAGE IN PARIS.

## SEVEN ARRESTS INCLUDE A WOMAN.

Thanks to the measures taken by the authorities to protect order, and also the unceasing disapproval of the peaceful population, the communistic manifestation yesterday to protest against the American agitators' conviction was an unqualified failure.—Havas.

## HARBOR CABLES.

PARIS, October 23rd.  
Seven arrests have been effected in connection with the bomb outrage referred to in the cable of the 22nd inst., including a waitress named Linthult, who is suspected of throwing a bomb similar to the one that exploded at the house of the American Ambassador, which is believed to be of English pattern.

## PROTECTION OF EMBASSY AND CONSULATES.

PARIS, October 23rd.  
A Communist meeting, yesterday, resulted in a rather serious affray. A hand-grenade was thrown, wounding several chiefly policemen. The Communists' wrath seems directed solely against the American Government on account of the recent conviction of notorious agitators. Stringent measures are being taken in this country for the protection of the American Embassy and Consulates.—Havas.

## THE REVOLUTION IN PORTUGAL.

## ARRIVAL OF BRITISH WARSHIP.

LISBON, October 23rd.  
The British warship Calypso has arrived. The whole country is quiet.

MADRID, October 23rd.  
A message from Lisbon states that the revolutionary movement at Lisbon is directed by Col. Aire, commanding the insurgent troops. The revolutionaries liberated Corta, the murderer of President Paez in 1913, but President Coelho is said to have ordered his rearrest.

## COUP ALLEGED TO BE BOLSHEVISTIC.

PARIS, October 23rd.  
A Vigo telegram to the Echo de Paris states that the revolutionary movement in Portugal is of a Bolshevistic character. General Rosa, commanding the Oporto Division, is reported to be marching on Lisbon.

## CROWN COLONIES.

## LOANS FOR DEVELOPMENT WORKS.

The Observer learns that Kenya is about to raise a loan, probably of £5,000,000, in England for public works. A further sum of ten to twelve millions will be raised in the next few months by other Crown Colonies for development works.

## U.S. RAILWAYMEN'S DISPUTE.

## GENERAL STRIKE CONSIDERED IMPOSSIBLE.

COLUMBUS (O.), October 23rd.  
Mr. Daugherty, the Attorney-General, has arrived en route to Washington. It is predicted that there will be no general railway strike.

## SPORT.

## GOLF.

## ROYAL HONGKONG GOLF CLUB CHAMPIONSHIP.

## THE DRAW.

The draw for playing in the championship tournament took place last night as follows:  
Byes—T. W. Hill, N. L. Smith.

## FIRST ROUND.

M. M. Maas v. A. E. Crapnell.  
B. E. Lindell v. F. Syme Thomson.  
C. L. C. Sandes v. H. N. Ireland.  
H. G. Bagnall v. J. Hooper.  
J. D. Kinnaird v. H. R. Buckland.  
A. H. Ferguson v. Leslie-Smith.  
J. B. Ross v. F. J. De Rome.  
R. Bruce v. E. S. Harrison.  
A. E. Stewes v. R. K. Valentine.  
R. A. Camidge v. O. Hulmer Johnson.  
H. W. Rodger v. A. B. Purves.  
E. J. R. Mitchell v. A. H. Crew.  
Byes—F. A. Redmond, R. Melville Smith.

1st Round to be played on 6th November.  
2nd " " " 12th "  
3rd " " " 13th "  
Semi-final " " " 20th "  
Final " " " 20th "

## LAWN BOWLS.

## OPEN CHAMPIONSHIP FINAL.

This match is to be played on the ground of the Oraigower Cricket Club on Saturday next, commencing at 2.45 p.m. The finalists are Mr. G. R. Edwards, of the Kowloon Bowling Green Club, and Mr. J. Clark, of the Police R.O. Mr. Clark has come to the fore this season and was selected as one of the Hongkong representatives in the recent Import match with Shanghai, when Hongkong proved victorious. Mr. Clark on that occasion well justified his inclusion in the team. Mr. Edwards won the Open Championship in 1911. With two such able opponents of the royal and ancient game, an excellent tussle should be witnessed.

BRITISH ASSOCIATION.  
CHEMICAL WARFARE DENOUNCED.

## STATE'S AID TO SCIENCE.

The British Association for the Advancement of Science, held its 83rd annual meeting, last month, at Edinburgh. In his presidential address Sir Edward Thorpe recalled that it was at the Edinburgh meeting of the association, fifty years ago, under Lord Kelvin's presidency, that he first became a member of the association, and, *apropos*, he went on to say: Fifty years is a considerable span in the life of an individual, but it is a relatively short period in the history of science. Nevertheless, those fifty years are richer in scientific achievement and in the importance and magnitude of the utilitarian applications of practically every branch of science than any preceding similar interval. The most cursory comparison of the state of science, as revealed in his comprehensive address, with the present condition of those departments on which he chiefly dwelt, will suffice to show that the development has been such an even Lord Kelvin's penetrating genius, vivid imagination, and sanguine temperament could hardly have anticipated. No previous half-century, in the history of science has witnessed such momentous and far-reaching achievements. In pure chemistry it has seen the discovery of argon by Rayleigh, of radium by Madame Curie, of helium as a terrestrial element by Ramsay, of neon, xenon, and krypton by Ramsay and Travers, the production of helium from radium by Ramsay and Soddy, and the isolation of fluorine by Moissan. These are undoubtedly great discoveries, but their value is enormously enhanced by the theoretical and practical consequences which flow from them.

In applied chemistry it has witnessed the general application of the Gilchrist-Thomas process of iron-purification, the production of calcium cyanamide by the process of Frank and Caro Sabatier's process of hydrogenation, a widespread application of liquefied gases, and Haber's work on ammonia synthesis—all manufacturing processes which have practically revolutionised the industries with which they are concerned. In pure physics it has seen the rise of the electron theory by Lenard, and the elucidation of crystal structure by Bragg. It has seen, moreover, the invention of the telephone, the establishment of incandescent lighting, electric transmission of force, the invention of the cinematograph, of the X-ray, and the photographic reproduction of colour. In physical chemistry it has witnessed the creation of stereo-chemistry by Van 't Hoff and Le Bel, Gibbs's theory of solutions, Arrhenius's theory of ionic dissociation, and Nernst's theory of the galvanic cell. Such a list is far from complete, and might be greatly extended. But it will at least serve to indicate the measure of progress which the world owes to the development and application during the last fifty years of the two sciences—physics and chemistry—to which Lord Kelvin specially referred.

AN EPOCH IN OUR HISTORY.  
After a regretful allusion to the most prejudicial effect of the present high cost of book production upon the spread of scientific knowledge, the president proceeded: All thinking men are agreed that science is at the basis of national progress. Science can only develop by research. Research is the mother of discovery and discovery of invention. The industrial position of a nation, its manufactures and commerce, and ultimately its wealth, depend upon invention. Its welfare and stability largely rest upon the equitable distribution of its wealth. Of all post-war problems to engage our serious attention none is more important in regard to our position and continued existence than the nation's attitude towards science and scientific research, and there is no more opportune time than the present in which to seek to enforce the teaching of one of the most pregnant lessons of our late experience.

It is, unfortunately, only too true that the industrial world has in the past underrated the value of research. One indication of this is that the nation is at length aroused to its importance is to be seen in the establishment of the Department of Scientific and Industrial Research, with its many subordinate associations. The outbreak of the Great War, and much in its subsequent history, revealed, as we all know, many national shortcomings, due to our indifference to and actual neglect of many things which are at the root of our prosperity and security. During the war, and at its close, various attempts, more or less unconnected, were made to find a remedy. Of these several committees and boards which were set up, those which still exist have now been co-ordinated and brought under the control of a central organization—the Department of Scientific and Industrial Research. Research has now become a national and State-aided object. For the first time in our history its pursuit with us has been organised by Government action. The establishment of the department marks an epoch in our history. No such comprehensive organization for the application of science to national needs has ever been created by any other State. We may say we owe it directly to the Great War. Even from the evil of that great catastrophe there is some good of goodness would we observingly distil it out.

MOLECULAR THEORY OF MATTER.  
The President next turned to a question of scientific interest which he said, was attracting general attention at the present time—the molecular theory of matter, a theory which in the crudest form has descended to us from the

earliest times and which has been elaborated by various speculative thinkers through the intervening ages, hardly rested upon an experimental basis until within the memory of men still living. In spite of the fact that the atomic theory, as formulated by Dalton, had been generally accepted for nearly a century, it was only within the last few years that physicists had arrived at a conception of the structure of the atom sufficiently precise to be of service to chemists in connection with the relation between the properties of elements of different kinds, and in throwing light on the mechanism of chemical combination. This further investigation of the "superlatively grand question—the inner mechanism of the atom"—has (the President continued) profoundly modified the basic conceptions of chemistry. It has led to a great extension of our views concerning the real nature of the chemical element. The discovery of the electron, the production of helium in the radioactive disintegration of atoms, the recognition of the existence of isotopes, the possibility that all elementary atoms are composed either of helium atoms or of atoms of hydrogen and helium, and that these atoms, in their turn, are built up of two constituents, one of which is the electron, a particle of negative electricity whose mass is only 1/1800 of that of an atom of hydrogen, and the other a particle of positive electricity whose mass is practically identical with that of the same atom—the outcome, in short, of the collective work of Soddy, Rutherford, J. J. Thomson, Collie, Mosely, and others—are pregnant facts which have completely altered the fundamental aspects of the science. Chemical philosophy has, in fact, now definitely entered on a new phase.

The results of the investigations of many scientists into the molecular theory of matter were summarised by Sir Edward, who went on to say that the term "atomic weight" had thus acquired for the chemist an altogether new and much wider significance. It had long been recognised that it has a far deeper import than as a constant useful, in chemical arithmetic. For the ordinary purposes of quantitative analysis, of technology, and of trade these constants might be said to be now known with sufficient accuracy. But, in view of their bearing on the great problem of the essential nature of matter and on the "superlatively grand question, What is the inner mechanism of the atom?" they became of supreme importance. Their determination and study must now be approached from entirely new standpoints and by the conjoint action of chemists and physicists. The existence of isotopes had enormously widened the horizon. The time had now arrived when the work of the International Committee appointed in 1903 should be reorganised and its aims and functions extended. The mode in which this should be done had been discussed at the meeting in Brussels, in June last, of the International Union of Chemistry Pure and Applied, and had resulted in strengthening the constitution of the committee and in a wide extension of its scope.

LESSONS OF THE WAR.  
The late war formed the subject of the latter section of the president's address. That war, he said, had had a profound effect upon the world. The spectacle (he continued) of the most cultured and most highly-developed people on this earth, armed with every offensive appliance which science and the inventive skill and ingenuity of men could suggest, in the throes of a death struggle, must have made the angels weep. That dreadful harvest of death is past, but the aftermath remains. Some of it is evil, and the evil will persist for it may be, generations. There is, however, an element of good in it, and the good, we trust, will develop and increase with increase of years. The whole complexion of the world—material, social, economic, political, moral, spiritual—has been changed, in certain aspects immediately for the worse, in others prospectively for the better. It behoves us, then, as a nation to pay heed to the lessons of the war.

The Great War differed from all previous internecine struggles in the extent to which organised science was invoked and systematically applied in its prosecution. In its later phases, indeed, success became largely a question as to which of the great contending parties could most rapidly and most effectively bring its resources to their aid. The chief protagonists had been in the forefront of scientific progress for centuries, and had an accumulated experience of the manifold applications of science in practically every department of human activity that could have any possible relation to the conduct of war. The military class in every country is probably the most conservative of all the professions, and the slowest to depart from tradition. But when nations are at grips, and they realise that their very existence is threatened, every agency that may tend to cripple the adversary is apt to be resorted to—no matter how far it departs from the customs and conventions of war. This is more certain to be the case if the struggle is protracted. We have witnessed this fact in the course of the late war. Those who, realising that in the present imperfect stage of civilisation, wars are inevitable, and yet strove to minimise their horrors, and who formulated the Hague Convention of 1864, were well aware how these horrors might be enormously intensified by the applications of scientific knowledge, and especially of chemistry.

A "BESTIAL EPISODE."  
Nothing shocked the conscience of the civilised world more than Germany's cynical disregard of the undertakings into which she had entered with other nations in regard, for instance, to the use of lethal gas in warfare. This nation that treacherously violated the Treaty of Belgium, and even applauded the action, might be expected to have no scruples in repudiating her obligations under the Hague Convention. April 22nd, 1915, which saw the clouds of the asphyxiating chlorine slowly wafted from the

German trenches towards the lines of the Allies, witnessed one of the most bestial episodes in the history of the Great War. The world stood aghast at such a spectacle of barbarism. German kultur apparently had absolutely no ethical value. Poisoned weapons are employed by savages, and noxious gas had been used in Eastern warfare in early times, but its use was hitherto unknown among European nations. How it originated among the Germans—whether by the direct unprompted action of the Higher Command, or, as is more probable, at the instance of persons connected with the great manufacturing concerns in Rhineland, has, so far as I know, not transpired. It was not so used in the earlier stages of the war, even when it had become a war of position.

It is notorious that the great chemical manufacturing establishments of Germany had been, for years previously, sedulously linked up in the service of the war which Germany was deliberately planning—probably, in the first instance, mainly for the supply of munitions and medicaments. We may suppose that this was the tenacity of our troops, and the failure of repeated attempts to dislodge them by direct attack, that led to the employment of such foul methods. Be this as it may, the settled practice of our enemies, and during the three succeeding years, that is from April, 1915, to September, 1918, no fewer than eighteen different forms of poison—gases, liquids, and solids—were employed by the Germans. On the principle of Vespasian's law, reprisals became inevitable, and for the greater part of three years we had the sorry spectacle of the leading nations of the world flinging the most deadly products at one another that chemical knowledge could suggest and technical skill contrive. Warfare, it would seem, has now definitely entered upon a new phase. The horrors which the Hague Convention saw were imminent, and from which the world had to be protected. They are now, apparently, by the example and initiative of Germany, to become part of the established procedure of war.

## WORK FOR THE LEAGUE.

Civilisation protests against a step so retrograde. Surely comity among nations should be adequate to arrest it. If the League of Nations is vested with any real power, it should be possible for it to devise the means, and to ensure their successful application. The failure of the Hague Convention is no sufficient reason for despair. The moral sense of the civilised world is not so dulled but that, if roused, it can make its influence prevail. And steps should be taken without delay all the more so that there are agencies at work which would seek to perpetuate such methods as a recognised procedure of war. The case for what is called chemical warfare has not wanted for advocates. It is argued that poison gas is far less fatal and far less cruel than any other instrument of war. It has been stated that "amongst mustard gas" casualties the deaths were less than 2 per cent. and when death did not ensue complete recovery generally ultimately resulted. Other materials of chemical warfare in use at the Armistice do not kill at all; they produce casualties which, after six weeks in hospital, are discharged practically without permanent hurt." It has been argued that, as a method of conducting war, poison gas is more humane than preventive medicine. Preventive medicine has increased the unit dimension of an army, free from epidemic and communicable disease, from 100,000 men to a million. "Preventive medicine has made it possible to maintain 20,000,000 men under arms and abnormally free from disease, and so provided greater scope for the killing activities of the other military weapons." Whilst the surprise effects of chemical warfare aroused anger as being contrary to military tradition, they were minute compared with those of preventive medicine. The former slew its millions, whilst the latter slew its millions and is still reaping the harvest.

This argument carries no conviction. Poison gas is not merely contrary to European military tradition; it is repugnant to the right feeling of civilised humanity. It is no wise displacement of existing instruments of war, but creates a new kind of weapon, of unlimited power and degradation. "Mustard gas" may be a comparatively innocuous product as lethal substance goes. It certainly was not intended to be such by our enemies. Nor, presumably, were the Allies any more considerate when they retaliated with it. Its effect, indeed, were sufficiently terrible to destroy the German moral. This knowledge that the Allies were preparing to employ it to an almost boundless extent was one of the factors that determined our enemies to sue for the Armistice. But if poisonous chemicals are henceforth to be regarded as a regular means of offence in warfare, it is all likely that their use will be confined to "mustard gas," indeed to any other of the various substances which were employed up to the date of the Armistice? To one who after the peace, inquired in German concerning the German methods of making "mustard gas," the reply was "Why are you worrying about this when you know perfectly well that this is not the gas we shall use in the next war?"

I hold no brief for preventive medicine which is well able to fight its own case. I would only say that it is the legitimate business of preventive medicine to preserve by all known means the health of any body of men, however large or small, committed to its care. It is not to discredit it, by knowledge and skill, numbers so maintained run into millions instead of being limited to thousands.

On the other hand, an educated public opinion will refuse to give credit to any body of scientific men who employ their talents in "devising means to develop and perpetuate a mode of warfare which is abhorrent to the high instincts of humanity. This association I trust, will set its face against the continued degradation of science in the augmenting horrors of war. It can have no loftier task than to use its influence in arresting a course which the very negation of civilisation







**DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON  
for NEW YORK & BOSTON via Suez

s.s. "WRAY CASTLE" sailing about 8th Nov.

**LLOYD TRIESTINO.**TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,  
BLACK SEA & DANUBI PORTS.  
PIUMI having been re-opened for traffic, cargo is also accepted for this port  
on through Bills of Lading.FOR BRINDISI, VENICE & TRIESTE  
via SINGAPORE, PENANG & COLOMBO.s.s. "PERSIA" sailing on or about 7th November.  
s.s. "NIPPON" sailing beginning of December.**FOR SHANGHAI**s.s. "PERSIA" sailing on or about 25th October  
s.s. "NIPPON" sailing on or about 20th November.  
Passengers' Luggage can be insured at the Office of the Agents.**NATAL LINE OF STEAMERS.**Sailing from Colombo to South African Ports—  
SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.  
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED,**  
Agents.**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai &  
Japan ports.  
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.SUWA MARU (Nagasaki direct) Saturday, 29th Oct., at 11 a.m.  
FUSHIMI MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.  
KATORI MARU (calling Manila) Saturday, 3rd Dec., at 11 a.m.  
KASHIMA MARU Wednesday, 29th Dec., at 11 a.m.  
MARSEILLES, LONDON & ANTWERP via Singapore, Penang  
Colombo, Suez, and Port Said  
IYO MARU Thursday, 27th Oct., at 11 a.m.  
ATSUTA MARU Friday, 11th Nov., at 11 p.m.  
SEIYUOKA MARU Friday, 26th Nov., at 11 a.m.  
HAKONE MARU Friday, 9th Dec., at 11 a.m.  
YOKOHAMA MARU Friday, 23rd Dec., at 11 a.m.  
KLEIST Friday, 6th Jan., at 11 a.m.HAMBURG, via LONDON & ROTTERDAM  
MATSUYE MARU Wednesday, 23rd November.LIVERPOOL via MARSEILLES.  
KAMAKURA MARU Wednesday, 7th Dec.SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.  
AKI MARU Tuesday, 15th Nov., at 11 a.m.  
TANGO MARU Tuesday, 20th Dec., at 11 a.m.  
NIKKO MARU Tuesday, 17th Jan., at 11 a.m.

NEW YORK, via PANAMA &amp; CUBAN PORTS.

DELAGOA MARU Friday, 25th Nov.

NEW YORK via SUEZ.

RANGOON MARU Thursday, 27th Oct.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via CAPE.

KAWACHI MARU Wednesday, 16th Nov.

BOMBAY via Singapore, Penang and Colombo.

WAKASA MARU Thursday, 3rd Nov.

CALCUTTA via Singapore, Penang &amp; Rangoon.

TOTOMI MARU (omitting Penang) Friday, 28th Oct.

SANTUKI MARU Friday, 11th Nov.

NAGASAKI KOBE &amp; YOKOHAMA Friday, 18th Nov., at 11 p.m.

TANGO MARU Friday, 28th Oct. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA Friday, 17th Nov.

KAGA MARU Thursday, 28th Oct. at 11 a.m.

TSUYAMA MARU Friday, 20th Nov. at 11 a.m.

YOKOHAMA MARU Sunday, 20th Nov.

LIMA MARU (calling Nagasaki &amp; Kure) Sunday, 20th Nov.

For further information apply to—

**NIPPON YUSEN KAISHA**  
K. H. KAMEI, Manager.

Telephone Nos. 225 &amp; 223.

**SEAMEN'S INSTITUTE**

21, PRATA EAST, HONGKONG.

FOR the use of all Men of the Mercantile  
Marine and H.M. Navy.Reading and Writing Rooms, Billiard Room,  
Officers' Room, C.P.O.'s Room, Restaurant,  
Concert Hall, Church.Private Cabins and beds in Dormitories  
Motor Launch "Dawn" Spring.**A. G. DA ROCHA,**  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

No. 14, D'Aguilar Street, Telephone No.

**WEEKLY AUCTIONS,**  
TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE  
HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT  
HOUSEHOLD FURNITURE.**WAR EFFECTS ON FINANCE.**  
EXPERTS' DIVERSE VIEWS.

A report of the committee which has been inquiring into the effects of the war on credit, currency, finance, and foreign exchange, was laid before the Economics Section of the British Association, at Edinburgh, last month. The points of the report were explained by the secretary to the committee, Mr. J. E. Allen. He said that the thirteen questions discussed had proved so controversial that the idea of unanimity was given up, and the report was largely a synopsis of individual opinions, though on most points a substantial majority inclined to one side or the other. On the question as to how far the rise in prices in the United Kingdom since July, 1914, was due to (1) the expansion of the currency; (2) the expansion of credit; the majority of the committee believed that the expansion of credit was the main cause of the rise in prices, but they admitted that the expansion of the currency was a necessary condition of credit expansion. The further question arose, "Should a war be paid for by loans or taxation?" and the committee agreed that considerably higher taxation might have been imposed at an earlier period of the war. Sir J. C. Stamp observed, "The stimulus given to profit-making by the expansion is too important an ingredient for waging the war to have been left out." The committee said in its interim report last year that "it should have been clear that non-combatants could not make their usual demands on the national output of goods and services if the requirements of the fighting forces were to be supplied. From that it was an easy transition to the taxable capacity of the nation, but the committee could not do more than suggest symptoms which point to the conclusion that the taxable limit is being approached. Members of the committee were almost unanimous in saying, as Sir Edward Braddock put it, that 'there is no necessary relation between direct and indirect taxation.' Mr. Bernard Shaw adding, 'If men will revolt against a direct tax of 3d., and will without protest pay 1s. for 10d. worth of tobacco, direct and indirect taxation must be balanced accordingly.' The committee had given their views on paper money, and agreed generally with Professor Cannan when he said, 'It is quite a satisfactory means of exchange, but a high standard of value.' The committee, however, doubted the power and will of any Government to maintain the value of an inconvertible paper currency. Paper currency ought to be maintained at a parity with gold, and, if possible, with the old parity, though that could not be done for some time to come. The committee did not feel able to recommend either a capital levy or a forced loan. Mr. Bernard Shaw writing: 'A capital levy is utter nonsense economically; it is the delusion of the practical business man, who thinks that because he can sell an income of £5 a year for £100 down the whole income of the world can be sold for twenty times its figure.' The committee did not like the special taxation of business profits, nor did it recommend a tax on turnover or on sales, thinking that we have quite enough taxation in this country already, and that the main thing to be aimed at is a reduction in expenditure rather.

In the discussion which followed Sir Francis Webster, of Arbroath, observed that when professors in economic science disagreed to the extent they had done in that report there was not much chance of agreement lower down. In his opinion, it was useless to think of raising money unless the Government reduced expenditure; when that came about, and not till then, they would be on the high road to riding the country of its burden of debt.

Sir Lancelot Hare, London, said the great difficulty of the moment was unemployment, and if by any means, prices could be reduced through the medium of currency every effort should be made to do so. Although they were passing through a period of depression, it was his opinion that prices would go back again unless they could cut down currency, because, as stocks were exhausted, it would be possible again to charge higher prices. When it came to renewing stocks, however, manufacturers would not do so unless they could see their way to do it at prices that would produce sales. He thought it would have been conducive to the welfare of the country if some of the currency had been withdrawn. The whole volume of money was dependent upon currency ultimately, because they could not extend the whole volume beyond what currency allowed them to do. The report of the committee was adopted by the Section.

**PSYCHOLOGY IN MEDICINE.**  
WONDERS OF SUGGESTION.

In the Psychology Section of the British Association, which held its annual meeting last month, at Edinburgh, "Psycho-Analysis and Suggestion" was dealt with by Dr. W. Brown (London). He remarked that a very large number of symptoms of shell-shock could be explained in terms of bad auto-suggestion. For instance, a patient lost his voice under the influence of emotional strain, and became mute, or, again, a patient lost his powers of walking. In one case a soldier was guarding a munition dump, when it was blown up by a bomb from an aeroplane. He ran away in a state of intense fear, felt that the muscles of his limbs refused to act, and fell down. The idea crossed his mind that he was paralysed; consequently he became really paralysed. The symptom had been produced by bad auto-suggestion. The cure was to suggest to him and persuade him that he could walk. Such cases, when so treated in their early stages, were permanently cured. There were some patients going about paralysed who should have been cured years ago. Dr. Brown instanced the singular case of a girl who bled her arm against something, with the result that a tremor of the hand was apparent. The tremor continued, as a result of bad auto-suggestion, but she was cured by its being suggested to her to live through the experience again, or persuading her that the hand must be trouble.

**NOTICES TO CONSIGNEES**"GLEN" LINE LIMITED.  
NOTICE TO CONSIGNEES.  
FROM UNITED KINGDOM, SINGAPORE,  
PORT SAID, COLOMBO AND  
STRAITS.

THE Steamship  
"Pembrokeshire"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th Oct., 1921, at 5 p.m., will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 26th Oct., 1921, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, September 18th, 1921. [1629]

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.  
The Steamship "BENLOMOND"  
FROM ANTWERP, MIDDLESBRO  
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, October 19th, 1921. [1635]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.  
FROM UNITED KINGDOM, PORT SAID  
COLOMBO AND STRAITS.

THE SS.

"GLENIFFER"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 26th Oct., 1921, at 5 p.m., will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 26th Oct., 1921, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 19th, 1921. [1639]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.NOTICE TO CONSIGNEES.  
FROM JAPAN.

THE Steamship

"CHAKSANG"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 26th inst., will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 20th, 1921. [1637]

TO SECRETARIES OF CLUBS AND  
OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

come steady. Another instance, came before the speaker a few days ago, of a girl of 19 who came to the clinic with a tremor of the right arm. She found that she had a tendency to weep. He found that the symptoms were of three months' standing, and he learned from the girl bled her arm against something, with the result that a tremor of the hand was apparent. The tremor continued, as a result of bad auto-suggestion, but she was cured by its being suggested to her to live through the experience again, or persuading her that the hand must be trouble.

**INDO-CHINA**  
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

KORE via SHANGHAI & MOJI-NAMSANG Tues. 25th Oct., 11 a.m.  
HANKOW via SHANGHAI & MOJI-NAMSANG Tues. 25th Oct., Noon.  
HANKOW via SHANGHAI & MOJI-NAMSANG Tues. 26th Oct., 10 a.m.  
HANKOW via SHANGHAI & MOJI-NAMSANG Tues. 26th Oct., 10 a.m.  
HANKOW via SHANGHAI & MOJI-NAMSANG Tues. 26th Oct., 10 a.m.  
HANKOW via SHANGHAI & MOJI-NAMSANG Tues. 26th Oct., 10 a.m.  
HANKOW via SHANGHAI & MOJI-NAMSANG Tues. 26th Oct., 10 a.m.  
HANKOW via SHANGHAI & MOJI-NAMSANG Tues. 26th Oct., 10 a.m.

SHANGHAI LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Rangoon and Hongkong to Japan, occasionally calling at Shanghai and all steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

MANILA LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through Bills of Lading are issued to all Rangoon and Yangon Ports via Shanghai.

HAIPHONG LINE:—A weekly service is maintained with Manila, by vessels with good passenger accommodation; sailings from both ports every Friday.

BORNEO LINE:—Sailings approximately weekly, for passengers and cargo, calling at Borneo when inducement offers.

TIENTSIN LINE:—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

BANGKOK LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chafoo. A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE**

s.s. "FOOKSANG" will be despatched on or about  
Thursday, 3rd Nov., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET;  
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

Telephone No. 215.

GENERAL MANAGERS

**GLEN AND SHIRE**

Joint Service of Steamers.

U.K.-STRAITS, CHINA &amp; JAPAN SERVICE.

OUTWARDS.

Vessel Due Hongkong  
M.V. "GLESGLYLE" 10th Nov.

HOMEWARDS.  
Vessel Leaves Hongkong Discharges  
S.S. "CARNARVONSHIRE" 7th Nov. London, Rotterdam & Hamburg.  
S.S. "GLENIFFER" 23rd Nov. Genoa, London, Rotterdam & Hamburg.

Movements are subject to change without notice.  
For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.****The Glen Line, Ltd., AGENTS.**  
Telephone No. 215 sub-ex. 23 and 8895.

Cable Address  
Kawakisa, Kobe.  
Bentley's A.B.C. 5th Ed.  
and Scott's Codes.  
Telephone: Kankansu  
8844-8988.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . . . ¥20,000,000

President: Mr. Y. KAWASAKI  
Vice-President: Mr. K. MATSUOKA  
Managing Director: Mr. MATSUYA ARI

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**ALWAYS READY FOR  
CHARTERS of all descriptions.The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight.Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 8,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)For Charter Rates and all other particulars apply to the  
**KAWASAKI KISEN KAISHA.**  
No. 8, Tama Kama.



## SHIPPING NEWS

## ARRIVALS.

October 23rd.

*John Sanderlin*, British str., 2,792 tons, Capt. T. Pritchard, from Hongkong with coal.—Nemaze.

*Kan Ying Fat*, Chinese str., 440 tons, Capt. O. Noronha, from K. C. Wan, with a general cargo.—Globe Navigation Co.

*Trialis*, British str., 1,778 tons, Capt. J. N. Williamson, from Liverpool and Singapore, with a general cargo.—B. & S.

*Wah Hung*, Chinese str., 234 tons, Capt. Chung Hin Fong, from Fort Bayard and Macao, with a general cargo.—Wing Hung.

October 24th.

*Chienyang*, Chinese str., 533 tons, Capt. Ho Tim, from Tourane, with a general cargo.—E. Woo & Co.

*Chengshing*, British str., 1,266 tons, Capt. T. Croft, from Canton, with a general cargo.—J. M. & Co.

*Gaelic Prince*, British str., 3,952 tons, Capt. A. W. Suddaley, from New York and Keelung, with a general cargo.—Prince Line.

*Haiyang*, British str., 1,382 tons, Capt. E. Walker, from Saigon, with rice.—Fook Tai Chong.

*Hosin Maru*, Japanese str., 1,078 tons, Capt. K. Katsuramoto, from Haiphong and Pakhoi, with a general cargo.—Yamashita S.S. Co.

*Shinfa*, Chinese str., 1,686 tons, Capt. K. S. Hassel, from Weihaiwei, with a general cargo.—San Peh S.S. Co.

*Southern*, British str., 1,504 tons, Capt. F. Monkman, from Shanghai and Amoy, with a general cargo.—B. & S.

## CLEARANCES.

October 24th.

*Durban Maru*, for Manila.  
*Podar*, for Newchwang.

*Gaelic Prince*, for Singapore.  
*Gregory Aneur*, for Amoy.

*Huachow*, for Amoy.  
*Hydrangea*, for Swatow.

*Jadden*, for Manila.  
*Juno*, for Shanghai.

*Lake Onawa*, for Saigon.  
*Namang*, for Shanghai.

*Nam Wah*, for K. C. Wan.  
*Rhesus*, for Shanghai.

*Sinful*, for Canton.  
*Szechuen*, for Swatow.

*Takung*, for Hoihow.  
*Wah Hung*, for K. C. Wan.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Yokohama on October 22nd, left there October 22nd, at noon, and is due at Vancouver on October 31st.

The T.K.K. *Siberia Maru* arrived at Yokohama on the 22nd instant, and sails 25th instant, being due at Hongkong November 5th.

The N.Y.K. *Iyo Maru* (European line) left Shanghai for this port on October 23rd, and is expected here on October 26th, and will sail for Europe via Singapore on October 27th, at 11 a.m.

The N.Y.K. *Kaga Maru* (European line) left Singapore for this port on October 22nd, and is expected here on October 27th, and will sail for Japan via Shanghai on October 28th, at 11 a.m.

The E. & A. Co.'s *St. Albans* left Manila for this port on the 23rd instant, at daylight with the outward Australian mails, and is due here on the 25th inst., at about 3 p.m.

## VESSELS EXPECTED.

*Arratoon Ayur* (B.I.), due November 7th.

*Bowes Castle* (Dodwell-Castle Line), due end of November.

*Empress of Asia*, due November 3rd.

*Iyo Maru* (N.Y.K.), due October 27th.

*Kaga Maru* (N.Y.K.), due October 27th.

*Katana* (Eberman Line), due October 30th.

*Elefant* (N.Y.K.), due November 27th.

*Lahore* (P. & O.), due November 7th.

*Monteagle* (C.P.S.), due October 26th, at 7 a.m.

*Nellore* (P. & O.), due November 22nd.

*Nyansa* (P. & O.), due to-day, 5 p.m.

*Prism* (Blue Funnel line), due Nov. 3rd.

*Rangoon Maru* (N.Y.K.), due October 25th.

*Somali* (P. & O.), due November 8th.

*Seyo Maru* (T.K.K.), due October 26th.

*St. Albans* (E. & A.), due to-day.

*Torilla* (B.I.), due October 26th.

*Tokomi Maru* (N.Y.K.), due Oct. 27th.

*Tsuyama Maru* (N.Y.K.), due November 16th.

## LATEST SHIPPING.

Blue Funnel ships, outward bound passed through Suez Canal as follows: *Mentor*, October 8th; *Orestes*, October 7th; *Prism*, October 8th; *Lamedan*, October 14th; *Knight of the Garter*, October 18th.

The arrival home of the following Blue Funnel ships is reported: *Cyclops*, arrived Liverpool October 17th; *Jasonus*, arrived Liverpool October 18th; *Calchas*, arrived London October 19th; *Kecmun*, arrived London October 19th.

## SHIPPING NOTES.

A collision occurred in Yokohama harbour between the O.S.S. *Amur Maru* and the N.Y.K. *Kashima Maru* on October 11th, when the *Kashima Maru* was docking at Pier 5. According to the *Japan Times* as a result of the collision, the *Amur Maru* had her stern dented in, and the docking bridge carried away. No damage was sustained by the *Kashima Maru*. The *Amur Maru*, which was sailing for San Francisco with 7,500 tons of general cargo, has been delayed in order to undergo a survey and repairs.

The conversion of the *Mauretania* to oil-burning will make a total of six vessels using oil fuel in the combined fleet of the Cunard-Anchor Lines, with an aggregate total of 137,000 tons. All the new fleet of eighteen vessels ordered since Armistice Day will also be oil-fueled. As a coal burner the *Mauretania* holds the blue ribbon of the Atlantic having made the fastest westward passage in four days ten hours and forty-one minutes and the fastest eastward passage in four days thirteen hours and forty-one minutes. Her highest day's run stands at 676 knots and her best average speed for one day is 27.04 knots. When the *Agutania* was recently converted to an oil-burner, her speed average was materially increased. The *Mauretania* is a quadruple screw turbine steamship with a length of 790 feet, a breadth of 84 feet and a gross tonnage of 30,704. She is being converted into an oil-burner at the yards of Swan, Hunter and Wigham Richardson, Ltd., Newcastle, her original builders, and will re-enter the New York-Charbourg-Southampton service on January 15th next.

## AMERICAN BUSINESS MEN ON TOUR.

S.S. "EMPIRE STATE"

The Pacific Mail Co.'s *s.s. Empire State* with a special Chamber of Commerce party arrived at Yokohama on October 18th and sailed on October 21st for Kobe. During their three days' stay at Yokohama the members of the Chamber of Commerce party visited Tokio and other points of interest in the vicinity.

The *s.s. Empire State* is due to arrive at Kobe on October 22nd and will also remain at that port three days so as to enable the Chamber of Commerce party to visit points of interest within the rail distance of this city.

## WEATHER REPORT.

October 24th, at 11.47.—Pressure has decreased moderately over the Loochoos and slightly from Indo-China to Guam. It has increased considerably over N.E. Japan. A depression may be forming over the Loochoos.

Moderate to fresh monsoon may be expected along the coast of China, and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 98.65 inches, against an average of 78.96 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

	Forecast
Hongkong to Gap Rock	(N.E. winds, moderate; fine.)
Formosa Channel	(N.E. winds, fresh.)

South coast of China between (The same as Hongkong and Lamooek) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 24th

	Previous Day	On Date	At Date
	at 1 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.3	30.08	30.01
Temperature	85	73	78
Humidity	85	72	63
Wind Direction	WSW	N	E
Force	0	0	0
Weather	c	b	o
Rain	0.00	0.00	0.00

Highest open-air Temperature on 23rd ... 85

Lowest open-air Temperature on 24th ... 73

## THE EAST ASIATIC CO., LTD.

COPENHAGEN

## The M/S. "MALAYA"

will be leaving for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 20th November.

Further sailings:—

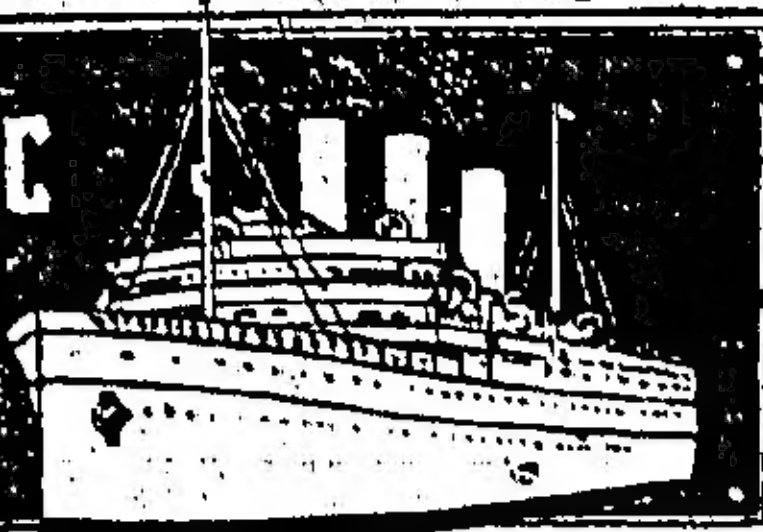
S/S. "Rhodesia" ... due here about 3rd November.  
M/S. "Java" ... beginning of December.  
M/S. "Pera" ... end of December.

For further particulars please apply to:—

## MANNERS &amp; BACKHOUSE, LTD.

Hongkong September 2nd, 1921

## CANADIAN PACIFIC STEAMSHIPS LIMITED.



## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama Vancouver &amp; Montreal.

Steamer	From Hongkong	Due Vancouver
Monteagle	Oct. 30	Nov. 23
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Harre, Naples & Danzig.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 753. Cable Address GACANFAC.



## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

## HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" S.S. "NANKING"

Nov. 6th Dec. 12th

## HONGKONG to SINGAPORE

S.S. "NANKING"

Nov. 23rd

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING. ICE HOUSE STREET. TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

## NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.  
INCORPORATED IN U.S.A.

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE,

BATAVIA, SAMARANG AND SOERABAYA.

## S.S. "NILE"

HONGKONG TO JAVA.

November 18th.

HONGKONG TO SHANGHAI.

October 26th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING. ICE HOUSE STREET. Telephone Passenger Dept. Tel. Freight Dept. & Agent.

No. 1934. No. 2161.

## NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG &amp; JAVA.

For BATAVIA, SAMARANG, SOERABAYA MACASSAR

and BALIKPAPAN.

S.S. "SAMARANG MARU" sailing on or about 7th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "BORNEO MARU" sailing on or about 2nd Nov.

For further particulars please apply to:—

K. SUZUKI, Manager, 2nd Floor, Prince's Building, No. 2, Des Voeux Road Central.

Tel. No. 2206. (767)

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO VIA KEELUNG, SHANGHAI, THE INI AND SEA, JAPAN &amp; HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
TAIYO MARU	22,000	Oct. 30th
SIBERIA MARU	20,000	Nov. 15th
TENYO MARU	22,000	Nov. 27th
SEINYO MARU	22,000	Dec. 18th
PERIA MARU	2,000	Jan. 4th

\* Calling at Dairen and omitting call at Keelung and Shanghai.  
† Calling at Dairen and omitting call at Keelung.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

TERMINI BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS TONS LEAVE HONGKONG

SEIYO MARU ... Nov. 8th

RAKUYO MARU ... Dec. 13th

For full information regarding passengers freight and sailings, apply to:—

Y. TSUTSUMI, MAN. 212.

King's Building. Tel. No. 174 & 237.

Agents at Canton: MESSRS. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; DIXON, Inc.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

## To LOS ANGELES &amp; SAN FRANCISCO

\* "West Calera" ... 28th Oct.

\* "West Ivis" ... 28th Oct.

\* "West Orowa" ... 28th Nov.

\* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to:

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE.

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Road. Tel. 303.

(45)

## WATERHOUSE LINE.

## REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating—U.S. Shipping Board Steamers

Between

## SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

"WEST JAPPA" ... sailing about 5th Nov.

"WEST IVAN" ... sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all

Overland Common points in U.S. and Canada.

For rates and full particulars apply to:—

FRANK WATERHOUSE & COMPANY, 4th Floor, Princes' Buildings Telephone 1062

## PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

## TRANS-PACIFIC SERVICE

Freight and Passenger.

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU

AMERICAN STEAMERS

To SAN FRANCISCO via SHANGHAI, KOBE ETC.

LEAVE HONGKONG: ARRIVE SAN FRANCISCO

S.S. "HOOSIER STATE" ... Nov. 16th, Noon ... Dec. 8th

S.S. "EMPIRE STATE" ... Dec. 8th Noon ... Dec. 29th

S.S. "GOLDEN STATE" ... Dec. 14th Noon ... Jan. 5th 1922

## FOR SINGAPORE AND SOERABAYA

And Return to HONGKONG via SAIGON and MANILA

Freight and Passenger.

S.S. "EMPIRE STATE" ... sailing Nov. 7th noon.

S.S. "JACOB" ... sailing Oct. 28th.

## SHANGHAI-CALCUTTA SERVICE

Freight Only

## MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA &amp; COLOMBO.

Monthly Sailings

For full information regarding rates, space, etc., apply to:—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

(45)

## YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co., Ltd.)

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG &amp; HAIPHONG.

Sailing from Hongkong:

FOR HAIPHONG via Hoihow &amp; Pakhoi

S.S. "TAIKWA MARU" ... on or about 27th Oct.



## THE HARBOUR RACE.

## ALL THE WOMEN COMPETITORS STAY THE COURSE.

A great crowd assembled yesterday to see the Harbour Race, or, rather, the start and finish, for unless one owned a raft of some sort, or had friends who owned one, it was impossible to see much of the progress of the contest.

This year, such a large number of women competitors entered that the race takes place on two days instead of one, and the men swim to-day.

The eight competitors, yesterday, were: Mrs. L. Richmond, Mrs. Cleome, Misses Nora Pile, Daisy Witchell, Dorothy May, Thelma May, M. Ramsay, and G. Ramsay.

They were taken from Murray Pier to Kowloon, just outside the station by a launch lent by the Kowloon Jock Company and made the start at 5.20 p.m., accompanied by a number of craft of all sizes. Miss G. Ramsay gained a considerable lead at the beginning and maintained it for the greater part of the way. In the last quarter of the distance Miss G. Ramsay was carried by the tide somewhat to the south; she probably lost a minute or two in her time and certainly several yards of the lead she had secured.

Miss D. Witchell at a very early stage lay second and maintained that position throughout. The other competitors kept more or less in a bunch at first but, about midway, some of them straggled northwards a good deal and were gently reminded that the finishing point was not in Wanchai.

After the first four competitors touched the Praya Wall, launches began to move across the course and it was supposed that this indicated that the other competitors had given up. Not a bit of it! When the launches passed on, having thrashed the water into considerable commotion, heads could be seen bobbing in the waves. It was clear that the other competitors were still struggling gamely and in the end they all finished, thus setting a standard for the men in their race to-day.

The competitors in the order of their arrival at the finishing point were as follows:—

1. Miss G. Ramsay	38.02
2. Miss D. Witchell	38.38
3. Mrs. Richmond	40.54
4. Mrs. Cleome	45.38
5. Miss M. Ramsay	47.34
6. Miss Thelma May	52.34
7. Miss Nora Pile	54.34
8. Miss Dorothy May	56.38

The first prize was given by "An Admirer of their Pluck" and the second was presented by Mr. McKirdy and Mr. J. Oxberry. Every competitor who completed the course receives a souvenir given by the V.R.C.

## TO-DAY'S RACE.

The following are the competitors for the men's race to-day:—E. P. Sousa, E. W. Railton, E. Buschhorn, E. A. Noronha, S. H. Garrod, P. L. Huxey, P. Huxey, Alderman and Perry; W. Gerard, G. A. Jack, D. Ogilvie, P. J. O'Brien, R. W. Smith, D. Laing, C. E. Millard, T. Simmons, K. A. Mason, W. J. Howard, A. A. Botelho, F. M. B. Pereira, A. May, Wong Po Sum, Gar Lewis, G. W. Sewell, V. Ramsay, F. M. da Cruz, W. de Hoog and J. Johnstone. The last named, whose entry-form went astray, was admitted to the race after a meeting of the V.R.C. Committee, last night. The first prize is given by Mr. J. Baptis and the second and third by Mr. R. E. Bellios.

After the race there will be a Carnival at the V.R.C., to which it is asked that visitors will come either in evening dress or fancy dress.

## CORRESPONDENCE.

## THE TRAGEDY ABOVE KINGKOW.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I have secured confirmation of the Yangtze tragedy above Kingkow from General Chiang Tzu-ping, who has recently arrived in Canton as Chief of a delegation to the Government here. The General commanded the Hupeh-Hunan force whose resistance at Ting Shih Chiao led Wu Pei-fu to flood the country above Kingkow.

The dyke was cut at a point known as Tzu Chi. It was constructed during the Yuan dynasty and was so powerfully built that the floods of six centuries left it undamaged. The area affected is a large saucer-like tract of country where four Hupeh rivers or districts meet.

While General Chiang Tzu-ping was inclined to believe that the military object of the inundation was achieved, he was not prepared to say that the measure was a military necessity in view of the great loss of lives and of property involved.

It may be added that Hsiao Yao-nan, Wu Pei-fu's nominee as Tsuchun of Hupeh, has petitioned Peking for funds to repair the damaged embankment at Tzu Chi.

In these circumstances, it is not a little puzzling to account for the pronouncement of the foreign mind to believe this "fact" at Tzu Chi to be a "naught but a malicious tale." A mere Chinese mind may be tempted to ask whether this "inundation" is the sort of marvel which the Caliph in the Thousand and One Nights was wont to describe as worthy to be recorded in a book—Yours, etc., EUGENE CHEN.

Government House, Canton, October 23rd, 1921.

## A RENT CASE.

## A DIFFICULT POINT OF CONSTRUCTION.

His Honour Mr. Justice Gompertz gave judgment for defendant with costs yesterday in the case of Lo Tsoi Man v. Mak Kai Chai Mak Yip Fan.

His Honour said:—This is a claim by the owner of premises for possession and means profits. The facts which are agreed are extremely simple.

One Tang Tay who was tenant of the plaintiff on a monthly tenancy of the 3rd floor of No. 37 D'Aguilar Street gave notice terminating the tenancy.

The plaintiff then contracted to let the premises to another person. The defendant however, had been in possession as tenant to Tang Tay of a room in the premises before the notice to quit was given.

He is still in possession and declines to remove and this claim is made against him.

The plaintiff's case is put as follows:—Notice to quit has been received by the lessor and he has in consequence contracted to let to a new tenant. He is then entitled to recover possession. Section 4 (1) (a) of the Rents Ordinance, 1921. The notice contemplated by the section can of course only be given by the lessor. There is no privity of contract between the lessor and sub-lessee. Again—by section 3 (g) (i) of the Ordinance a lessee who himself occupies part of the tenement, and sublets part, shall be deemed to be the tenant in actual occupation of such domestic tenement as regards his immediate lessor.

The intention clearly is that for the purposes of section 4 the lessor has to deal only with his lessee.

Section 3 (g) ii. is intended to give a sub-lessee protection only against his own immediate lessor. Otherwise, when a lessee becomes liable to an order under section 4 he could at once sublet and the lessor would have no effectual remedy and could not recover possession against the sub-lessee.

I think I have fairly set out the substance of Mr. Nash's argument. My difficulty in accepting his position is that if he is right it becomes necessary to construe the expression "tenant" whether standing alone or in conjunction with the words "in actual occupation" in section 4 (1) in two different senses and this I am unwilling to do if it can be avoided. Cf. Best Principles of Legal Interpretation 2nd edition page 31.

There is no doubt on the agreed facts that this defendant is a tenant in actual occupation. See section 2 (3) and (7) (ii) of the Ordinance.

Section 4 (1) is as follows:—  
"Notwithstanding any notice to quit, whether given before or after the commencement of this Ordinance, and notwithstanding the terms of any agreement whatsoever, whether made before or after the commencement of this Ordinance, and whether oral or in writing, an order or judgment against any tenant in actual occupation of any domestic tenement, or for the ejectment of a tenant therefrom, shall be made or given only if:—  
Section 4 (1) (d) "the tenant has or shall have given notice in "writing to quit," etc.

"It seems to me difficult to construe the expression "the tenant" in section 4 (1) (d) as indicating some other person than the words "tenant in actual occupation" and "a tenant" in section 4 (1).

The normal construction of the language used is that "the tenant" whose ejectment can be claimed is the tenant who has given notice to quit and no one else. The plaintiff asks me to say that if the tenant—the lessee has given notice to quit—then the ejectment of a different person—the sub-tenant can be ordered.

This I think not an ordinary and reasonable construction to put upon the section. It may be that I am bound to an exceptional construction here in view of the terms of section 3 (g) (i). But I think that the words there used "shall be deemed to be the tenant in actual occupation of such domestic tenement as regards his immediate lessor"—have not the force contended for by the plaintiff. They mean, I think, no more than this: that the protection extended by the section to the occupation of a lessee covers him not only in his occupation by himself, his family, and his servants, but extends also to his occupation by a sub-tenant. It leaves him the landlord of his sub-lessee. Otherwise a lessor could get possession as against the lessee of any part of the tenement not actually occupied by the lessee himself, his family, or servants.

It reserves in short, not merely the occupational, but also the contractual rights of a lessor. Any other construction, I think, fails to reconcile 2 (g) (i) with 3 (g) (i).

This leaves me free to construe section 4 (1) as I think it ought to be construed—as meaning that recovery of possession can only be ordered under subsections (a), (b), (c) and (d) of section 4 (1) against the tenant himself, who has given notice to quit or has made default, not against his sub-tenants. If the provisions of 4 (1) (g) have been complied with, the lessor can deal with the rights of his immediate lessee; and the new lessee succeeds to those rights only, as against the sub-lessees. I have considered very carefully the case of Hydon v. Heal, 1911 9 K.R. 438. That is a decision on the English Act of 1920.

I appreciate the argument that if my construction of the local Ordinance is right, the consequences apprehended by Rowlett J. in his judgment at page 446 may follow. For instance a lessee who is in default with his rent may at the last moment defeat the lessor's claim to possession by giving a sub-lessee. That is a matter that will have to be dealt with by the Court when it arises, in the meantime it may be provided for by legislation.

(Continued at foot of next column.)

## "THE ARMY OF A DREAM."

To play upon the bagpipes is a superhuman art,  
Which arouses awe and wonder in my Sassenachian heart;  
But, though I hate admitting it, to my surprise I find  
The resulting noise arouses martial ardour in my mind.

The dress of Scotland, also, has a similar effect,  
And I sometimes long to wear it, though not one of the Elect;  
But, provided kilt and bagpipes are included in the show,  
You get recruits in plenty—as the Hongkong Scottish know.

And so a brilliant notion to my mind has just occurred,  
(I trust that if I mention it I shall not get "the bird"),  
Just think how very nice it on parade the world could see  
The first platoon appearing as a "British Company."

The Officer in charge of it, with stickle in his hand,  
Attired in "Ancient Druids" robes would lead his gallant band;  
While the Sergeant there behind them would look martial past compare  
With a lovely wreath of mistletoe twined all about his hair.

The privates, gallant lads, would look particularly sweet  
In an Ancient British tribesman's warlike outfit all complete.  
How grand would seem each warrior as he marched along the road  
Profusely decorated in a modish shade of wood!

The Scots may scorn my notion (but next Sunday when they hit  
A certain bit of hill-side they will yearn for such a kit);  
It has only got one drawback—it's a big one, I'm afraid—  
With a force so constituted—what about our Church Parade!

E. W. H.

## CRIMINAL SESSIONS.

[BEFORE THE CHIEF JUSTICE (SIR WILLIAM REES DAVIES, K.C.)]

## POISONING CHARGE.

So Kun was indicted on three counts; giving poison with intent to murder, with intent to endanger life, and with intent to injure.

The case for the Crown was conducted by Mr. G. H. Wakeman, the Crown Solicitor, and prisoner was undefended.

The members of the jury were:—Messrs. H. W. Page (foreman), F. M. R. Pereira, J. M. Reis, W. Fox, V. Benjamin, J. S. Agassiz, and H. S. dos Remedios.

Mr. Wakeman, in opening the case, said that the nine men who narrowly escaped poisoning were the accountants of the Yuk Lim Tong medicine shop in Queen's Road Central, six foks, and three friends who were invited to join in the evening meal. The prisoner was invited, too, but though he had accepted similar invitations with unfailing regularity before, on this occasion he declined. Earlier in the day So Kim was seen taking a special interest in a pot of stewed paddy-worms which, when partaken of by the foks and their friends, made everybody sick—including the cook. Nobody died, but one or two, notably the accountant, were seriously ill for two or three days afterwards.

The evidence already given in the police court hearing was then repeated. The Court adjourned until 10.30 o'clock this morning and the evidence continued to the jury that he expected the hearing would finish by the mid-day adjournment.

## EMPLOYEE SUES HIS FIRM.

## JUDGMENT FOR THE DEFENDANTS.

Damages of \$1,000 were claimed from R. Negre, general merchant, of Queen's Road, in the Summary Court, yesterday, before His Honour Mr. Justice Gompertz, by a Chinese assistant, Lam Tat Nam, who alleged, wrongful dismissal.

Mr. H. L. Denny was for the plaintiff and Mr. A. H. Crew for the defendant. The plaintiff said that last March he entered defendant's employ under a year's agreement. He was to be assistant in charge of the Chinese end of the business. On September 15th he did not arrive at the office until 9.30 a.m. and Mr. Negre who was annoyed with him for being late, seized him by the arm and said "Get out." He was very frightened, he said, and thought the defendant would kill him.

Mr. Crew suggested to the plaintiff that he could easily have returned to the office if he had been so minded. The witness replied: "Do you think I would go back there to meet my death?"

For the defence, it was alleged that the plaintiff was of no use to the business. He was never there when wanted and brought in no trade. On the day in question he came to the office at 9.45 a.m. and when Mr. Negre spoke to him about it he got very sulky. He went to a room which he had occupied at first but had afterwards been turned out of, and when the defendant went in there he saw the plaintiff lying down on a sofa reading a newspaper. He declined to answer when spoken to and Mr. Negre told him to get up. He refused to do so and Mr. Negre then caught him by the arm and took him to the comprador's room where he properly belonged.

Mr. Crew argued that the plaintiff was not dismissed and said that what actually occurred was that he was "turned out of one room, where he had no right, into another."

The Judge said that on the evidence he was unable to find that the plaintiff was dismissed and must therefore give judgment for the defendant.

The case was well argued, but I cannot pretend that I should not have been glad to have had the assistance of Counsel on a difficult point of construction and one of general interest to the community.

Meanwhile it seems to me that the construction I have felt bound to put upon these sections is in harmony with the general policy of the Ordinance.

## STRONG LANGUAGE NOT STRONG ENOUGH.

## MAGISTRATE FINDS CHARGE NOT SUBSTANTIATED.

Mr. R. E. Lindell gave his decision, at the Magistracy, yesterday, in the case which he postponed in order to consider whether strong language, which it was alleged had been used to a police officer, amounted to "threatening and abusive language" which might have caused a breach of the peace. The complainant was sub-inspector Reynolds and the defendant Kan Kam Ching, for whom Mr. M. K. Lo appeared. Mr. E. D. C. Wolfe, the Captain Superintendent of Police, had conducted the complainant's case.

The case had resolved itself into a conflict of evidence as to actual language used.

The Magistrate said that, without going into the facts, he had decided to dismiss the summons on the ground that the evidence had not sufficiently substantiated the charge. In Stone's Justice Manual, at §1200, he found a dictum to the following effect:—

"There is really no law by which the offender can be summarily dealt with for mere insulting and gross language unaccompanied by threats."

There was a case of a rather similar kind on p.1199—Phillips v. Gateshead. A constable who had been dismissed from the force seized every opportunity of using insulting and injurious language about and towards the Chief Constable and was committed for six months in default of finding sureties to be of good behaviour. When the case came up in Common Pleas Lord Coleridge, Chief Justice, held that the condition precedent was an oath by the applicant that he went in bodily fear. The applicant swore that he apprehended a breach of the peace by himself unless the defendant was bound over, but the converse was the condition necessary. The proceedings were ordered to be quashed.

The Magistrate remarked that the present case was rather similar to the one he had quoted. Mr. Wolfe had argued that a breach of the peace might have been occasioned by the Inspector losing his temper. That had been held not to be sufficient grounds for binding a person over for breach of the peace. He imagined that that applied also in this case. He dismissed the summons on that ground, without expressing any opinion on the facts.

## MISSING DIAMOND RINGS.

## AN ALLEGED PLOT.

A *mu-tai* was charged before Mr. G. N. Orme, yesterday morning, with the theft of two diamond rings, worth \$480, the property of her mistress, who lives in Praya East. An elderly woman was also charged with having received the stolen property.

Inspector Blackman said that about noon on Friday, the complainant missed the rings from her room. The girl first denied all knowledge of the rings, but afterward admitted, having taken them. She took the police to a house in Burrow Street where she pointed out the second defendant as the person to whom she had handed the rings. As second defendant denied the allegation, her effects were searched, but the rings were not recovered, but the detective found \$35 in notes in a rotten basket which she claimed. This was a suspicious circumstance in view of the fact that woman was employed as an amah at a wage of \$4 a month.

The girl, in evidence, said she met the second accused in the street on Thursday. The woman promised to take her to the country and adopt her as a daughter if she would steal her mistress's rings and hand them to her. The witness duly stole the rings and handed them to second accused—who told her to come another day when she would take her away.

Second accused: I did not see the rings.

The Magistrate: She says she gave them to you.

The woman: If she persists in the allegation let her buy the candles, and I will visit ten temples with her. Then you shall know who is speaking the truth!

Both accused were remanded in police custody until to-day.



SOLD IN SEPARATE PIECES  
OR COMPLETE CANTEENS  
SILVER DEPT.  
LANE, CRAWFORD & CO.

## MANDER BROTHERS

OLSINA

le dernier mot

WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS.

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG.

THE FOX-TROT  
OF THE HOUR  
"HUMMING"

(No. 3358)

AT

ANDERSON'S

Wm. Powell Ltd

TELEPHONE 3146.

We have one of the largest stocks of Gentlemen's English and American Boots and Shoes in the Colony and at very reasonable prices.

JUST RECEIVED

"SAXONE"

DRESS BOOTS & SHOES. BLACK & BROWN BROGUES. BLACK & BROWN BOOTS & SHOES.

Keltic

This make we have in stock in all leathers and can recommend them for hard wear.

"SAXONE" and "KELTIC" are made in SCOTLAND.







## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SEIRA EL AGOIA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH &amp; CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents."ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO. LTD.

FAR EAST/UNITED KINGDOM &amp; CONTINENT.

S.S. "CITY OF PEKIN" ... 29th Oct. Marseilles, London, Rotterdam &amp; Hamburg

S.S. "CITY OF DELHI" ... 15th Nov. London, Rotterdam, Hamburg &amp; Glasgow

## PASSENGER SERVICE.

S.S. "CITY OF MANCHESTER" 30th Feb. London, Rotterdam and Hamburg

Subject to change without notice

For particulars of freight and passage rates apply to—

of REISS &amp; Co. CANTON.

THE BANK LINE, LTD.  
General Agents.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE  
ELLERMAN & BUCKNALL S.S. CO. LTD.

## Sailings from Hongkong.

S.S. "CITY OF ADELPHI" ... via Suez Canal ... 1st Nov.  
S.S. "TYDEUS" ... via Suez Canal ... 15th Nov.  
S.S. "KANSAS" ... via Suez Canal ... 17th Nov.  
S.S. "KATSUNA" ... via Suez Canal ... 10th Dec.

\* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

RUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON, REISS & CO., CANTON.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER &amp; DISPLACEMENT SAILING DATE

[ SHANGHAI ... "COMMANDANT DORISE" On or about 1st Nov. (cargo-boat)

SHANGHAI KURE &amp; YOKOHAMA ... "AMAZON" ... 11,000 ... On or about 6th Nov.

MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUT, SUEZ & PORT SAID ... "CORDILLERE" 11,000 ... On or about 30th Oct.  
"ANDRE LEBON" 22,000 ... On or about 6th Nov.  
\* Omit Haiphong and Penang.

For full particulars regarding sailings, etc., apply to—

telephones 740

R. HODENFUSSE,  
Acting Agent,  
Queen's Building.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occurring 9 to 10 Days).

HAICHONG ... Capt. E. Walker TUESDAY, Oct. 25th, at 2 p.m.  
BALOONG ... Capt. W. Cooper FRIDAY, Oct. 28th, at 2 p.m.  
HAICHONG ... Capt. W. O. Passmore TUESDAY, Nov. 1st, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,800	29th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	13th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LABORE"	5,200	29th Nov.	Singapore Colombo & Bombay
"DUMRE"	6,700	10th Dec.	Marseilles, London & Antwerp
"NELLORE"	5,200	20th Dec.	Singapore Colombo & Bombay
	7,000	24th Dec.	Marseilles, London & Antwerp

## BRITISH INDIA - APCAR SAILINGS (South)

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	14th Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	15th Dec.	

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	28th Oct.	Yokohama direct.
"NYANZA"	7,000	27th Oct.	Shanghai and Japan.
"LABORE"	5,200	5th Nov.	Shanghai and Kobe.

## SPECIAL STEAMER.

The P. &amp; O. S.S. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSEILLES and LONDON sailing at Bombay.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
Parcels measuring not more than 9 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.  
Agents.O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly (direct service via Singapore and Port Said.

"AMAZON MARU" ... Wednesday, 9th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"MEXICO MARU" ... Sunday, 18th Nov.

BOMBAY &amp; COLOMBO—REGULAR PORTNIGHTLY SERVICE via SINGAPORE

"MALAY MARU" ... Tuesday, 1st Nov.

"SAIGON MARU" ... Tuesday, 8th Nov.

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BUSHO MARU" ... Tuesday, 1st Nov.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee &amp; St. Paul Railway.

"MANILA MARU" ... Friday, 4th Nov.

"AFRICA MARU" ... Wednesday, 23rd Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"SHUNKO MARU" ... Monday, 14th Nov.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe &amp; Yokohama via Shanghai

"ARGUN MARU" ... Monday, 28th Nov.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.E.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Saturday, 29th Oct.

TAKAO via SWATOW &amp; AMOY

"BOHEU MARU" ... Thursday, 27th Oct.

For sailing dates and further particulars please apply to—

Tel. Nos. 144 &amp; 745

Y. YASUDA, Manager,  
No. 1, Queen's Building.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	8th Oct.	4th Nov.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports. For full details and rates apply to— BUTTERFIELD &amp; SWIRE Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & BANGKOK	"CHENGTT"	On 25th Oct. 10 A.M.
SWATOW & SHANGHAI	"SZE HUIEN"	On 25th Oct. Noon.
NEWCHANG & TIENTSIN	"HUNAN"	On 25th Oct. 10 A.M.
AMOY & SHANGHAI	"SOOCHOW"	On 27th Oct. D'light.
SHANGHAI	"SHANTUNG"	On 28th Oct. Noon.
SWATOW, AMOY & SHANGHAI	"KAI FONG"	On 28th Oct. 10 A.M.
SWATOW, AMOY & SHANGHAI	"LINAN"	On 29th Oct. 4 p.m.
SHANGHAI & TIENTSIN	"SEANSI"	On 30th Oct. D'light.
SWATOW, AMOY & SHANGHAI	"HUIOHOW"	On 31st Oct. 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 1st Nov. Noon.
AMOY & SHANGHAI	"TAMING"	On 2nd Nov. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephones 26.

BUTTERFIELD & SWIRE,  
Agents.

Operating the following U.S. Shipping Board Steamers

## PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

From Hongkong Arrive Seattle

## FREIGHT &amp; PASSENGER SERVICE.

"WENATCHEE" ... To MANILA ... Nov. 8th.

"WENATCHEE" ... Nov. 19th ... arrived Dec. 9th.

S.S. "COAXET" ... For PORTLAND DIRECT ... Oct. 23th.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama)

S.S. "MONTAGUE" ... Nov. 11th.

S.S. "ABERDEEN" ... Dec. 7th.

Through Bills of Lading issued to Overland (Oceanic) points.

Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478. 5th Floor, Union Building. [71]

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

## REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

## FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

## OFFICES

5th Floor, Union Building,  
Telephones 2477 & 2478.PASSENGER OFFICE,  
QUEEN'S BUILDING, 2, ICE HOUSE ST.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "WEST IVIS" (via Panama) ... Second half of Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC.

## THE ADMIRAL LINE

TELEPHONES AGENTS 5th Floor,

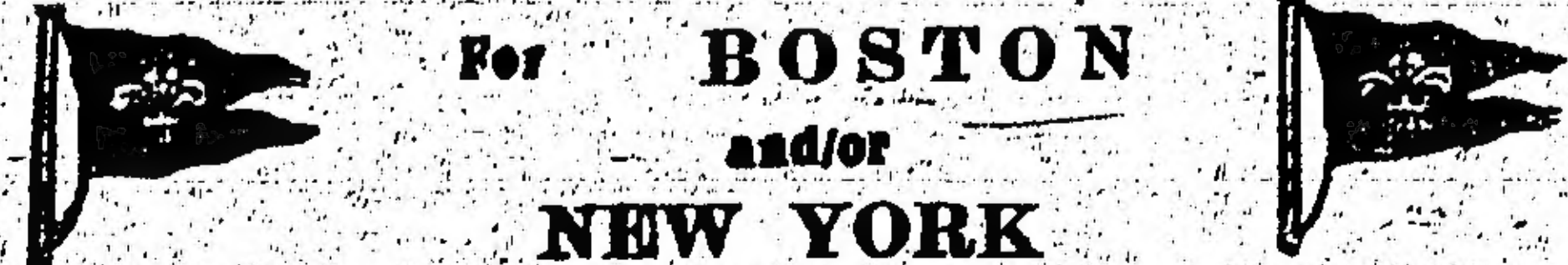
2477 &amp; 2478 Union Building.

[178]

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast

freight steamers



For BOSTON

and/or

NEW YORK

S.S. "GALIC PRINCE" ... (via Suez) ... Oct. 24th.

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED

(Incorporated in Great Britain)

Telephones 215,  
Telegrams "Furness."

St. George's Building

[16]



